

AUTOMOTIVE
SECTION

A YEAR WITH "FAULKNER OF THE TIMES"

AUTOMOTIVE
SECTIONPRODUCTION RECORDS
BROKEN IN FORD PLANT

October was a record-breaking month in the Ford Motor Company's home shops in Detroit. Production records showed a total of 87,281 automobiles assembled during the month. The previous record was 83,706 cars for May, 1917; whereas the total cars produced during October, 1918, was only 8,414.

These figures are especially significant because they so clearly indicate

the success that has attended the Ford Company's remarkable transition from the manufacture of war material to those of peace times. Just as soon as the armistice was signed and cancellation of Government contracts were received, the Ford Motor Company, without decreasing the number of its employees bent toward the re-establishment of its pre-war concentrated production, and the 75,000 car increase of October, 1919, over that of October, 1918, tells its own story.

There are now employed in the Ford shops in Detroit approximately 70,000 men, 65,000 of which are working in the main plant in Highland Park.

CHANGING OIL HELPS
EFFICIENCY OF ENGINECampaign Advocates To Show
Necessity of Caring for Lubricating Fluid.

A campaign to call attention to the necessity of changing oil in motors very soon many hundred miles has been advocated by M. L. Pulcher, vice president and general manager of the Federal Motor Truck Company, Detroit, Mich. He contends that failure to change oil frequently is the main cause of the deterioration of motors.

Mr. Pulcher points out that there is so much kerosene in gasoline today that it has a tendency to run down past the pistons, get into the lubricating oil and thin it. The kerosene cuts the thin film of oil on the wearing surfaces of the pistons, piston rings, and cylinder walls.

With the film of oil on the wearing parts of the motor broken, friction, the bugbear of motor efficiency, starts in. The pistons work up and down through broken films of oil in a lubricating substance that has lost considerable of its richness and thickness.

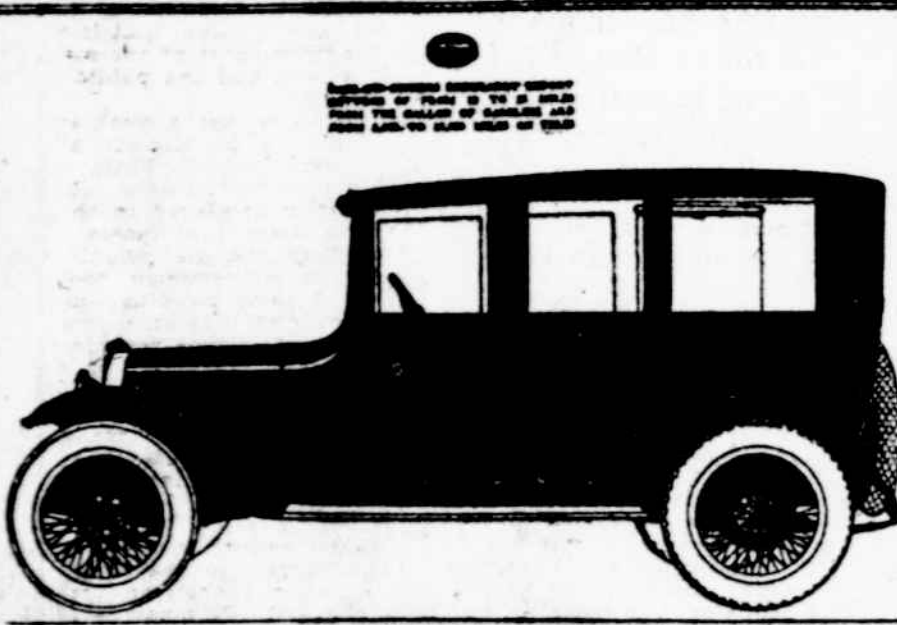
There is little chance of changing the quality of the gasoline. Therefore, to prolong the life of the motor the only thing to do is to change the lubricating oil frequently, possibly every 500 to 1,000 miles, he advocates.

An experiment witnessed by Mr. Pulcher recently is instanced by him as proof that it is the non-lubricating qualities of the oil that damages motors.

A motor was brought into a shop with almost .015 inch wear. The motor was ground to .020 inch over-size, fitted with new pistons, put on the block, and filled with good, clean oil. The motor was then run continuously for sixty hours, and during this time the oil was changed three times. When the motor was taken down it showed no wear.

The motor was again put together, oil was taken from an old truck, and the motor put through the same sixty-hour test without any change of oil. It showed .008 inch wear, indicating that it is the non-lubricating qualities of the oil resulting from the kerosene working past the pistons and mixing with it that causes the deterioration of motors.

The age of a motor may almost be said to depend upon the number of times the oil is changed in it.



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Yet its cost is modest. Compare the new type superiorities and economies with the old type. You will be enthusiastic.

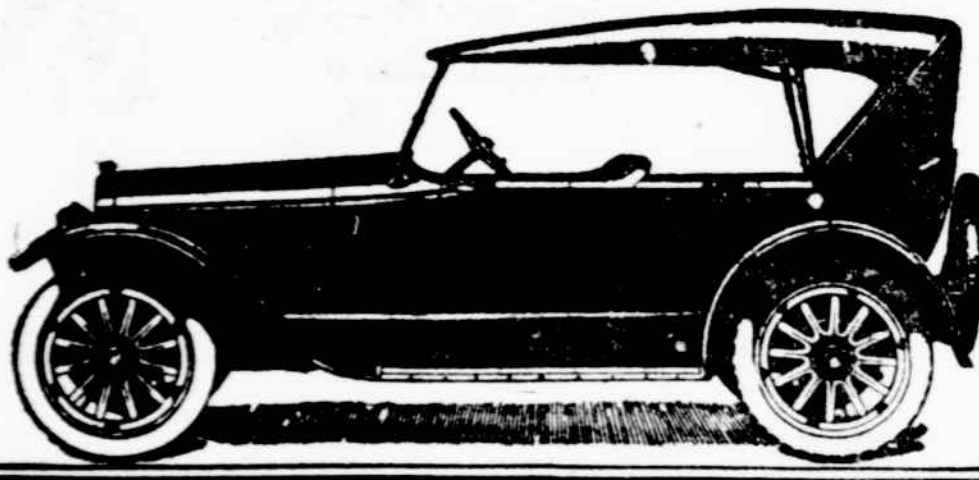
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Madison, Wisconsin



Today is the first anniversary of my editorship and management of the Automotive Section of The Washington Times.

During this period I have had the pleasure of seeing this section increase over 500 per cent in point of lineage carried in the first month of my assumption of its management, until today it is recognized as a leader throughout the United States, printing in each issue an average of from 13,000 to 14,000 lines of paid advertising.

This remarkable success is due to various causes, first and foremost of which is the hearty co-operation and appreciative support given its pages by the representatives of the automobile industry in Washington and the national field.

To these people I owe a debt of appreciation impossible to express.

To the Washington Automotive Trade Association I am grateful for encouragement and concrete assistance.

To my able assistants is due a great share of the wonderful success of the section.

To my competitors I can only express a sincere admiration for their unprejudiced, friendly rivalry.

From my associates on the paper, from copy boy to publisher, has come only help and the sincerest co-operation and sympathy when it was most needed.

The year just past has by no means been an easy one for me. At times I have been sorely tried, filled with many doubts, and my ambition to create the leading automotive section issued by any paper in the United States has at times almost reached the vanishing point. I had much to overcome, both locally and in the national field, but my paper has stood loyally behind me, and I cannot recall one request denied during the past year. Therefore, it is easy to see from all this that the credit of the accomplishment is due only in a very small degree to myself.

I thank you all from the bottom of my heart.

L. J. Faulkner

Plans Are Now Complete
For New York's Greatest
National Auto Exhibit

Show of Machines and Trucks to Be Held Simultaneously in Grand Central Palace and 8th Coast Artillery Armory January 3-10.

With the New York Twentieth National Automobile Show only two weeks off, plans are being rapidly perfected for the conduct of this great exposition which is an eagerly awaited event of each winter.

The passenger car and motor truck divisions of the show will be held simultaneously this year during the week January 3 to 10, the passenger cars and accessories being displayed on four floors of Grand Central Palace and the trucks including trailers, bodies, parts, and accessories, in Eighth Coast Artillery Armory, Jerome avenue and Kingsbridge road and 194th street.

More than eighty-three makes of passenger cars will be on exhibit with sixty-seven makes of motor truck, and 284 accessories. S. A. Miles, manager of the National Automobile Shows, states that this is the largest number of exhibitors and the most complete exposition of the industry in the history of the shows.

List of Exhibitors.
The list of passenger car exhibits includes the following makes: Holmes, Templar, Cleveland, Allen, American, Beatty, Anderson, Apperson, Auburn, Eddle, Briscoe, Buick, Cadillac, Case, Chalmers, Chandler, Chevrolet, Cole, Columbia, Comet, Commonwealth, Crow-Ellhart, Davis, Detroit-Electric, Dixie Flyer, Dodge Bros., Dorris, Dorr, Elcar, Elgin, Fiat, Franklin, Grant, Haynes, Hollier, Hudson, Hupmobile, Jackson, Jordan, King, Kissel, Kar, Kline Kar, Lexington, Liberty, McFarlan, Malibohn, Marmion, Marx, Mercer, Metz, Milburn Electric, Mitchell, Moline, Knight, Monitor, Moon, Nash, National, Oakland, Oldsmobile, Olympia, Overland, Owen-Magnetic, Packard, Paige, Paterson, Peerless, Pierce Arrow, Premier, Reo, Roamer, Saxon, Sayers, Scripps-Booth, Standard, Stanley, Stearns-Knight, Stephens Six, Stevens-Duryar, Studebaker, Stutz, Velie, Westcott, Willys-Knight, Winton.

The following makes of trucks will be shown: Acasoon, Acme, Ace, Armleder, Atterbury, Autocar, Bethlehem, Brookway, Clyde, Corbin, Corbitt, C. T. DeLancey, Denby, Diamond T, Dodge Brothers, Dorris, Federal, F. W. D., Garford, Gramm-Bernstein, Graham, Huffman, Hurlburt, Indiana.

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high, is supported by sixteen steel girders, each of them 12 by 12 feet at the base and extending 100 feet underground to bed rock.

Men in charge of the work of laying a new concrete floor in the armory in preparation for the truck show, ride from point to point in the room on bicycles, covering miles in the course of an ordinary day's work. To carry out the decorative ceiling scheme adopted by the show management will require bunting weighing eight and one-half tons.

Both of the buildings chosen to house the two divisions of the automobile show have the merit of accessibility. Grand Central Palace, at Forty-sixth street and Lexington avenue, where the passenger cars will be exhibited, is well known as an exposition hall. Although Eighth Coast Artillery Armory has never before been used for a public display, it is particularly well adapted to this purpose because of its size and because it is conveniently located near subway and elevated. Either Lexington avenue or Seventh avenue subway, and either Sixth or Ninth avenue elevated reaches the armory.

Expect Great Crowds.

Visitors from all parts of the United States will be present at this year's automobile show. Interest is keen to see what effect the war experience has had upon the industry. Experts who have studied the makes of passenger cars to be shown state that on the whole attention is still being given to production rather than design.

For the most part the basic lines of last year's models have been adhered to with considerable refinement in details. Some wonderful examples of engineering will appear chiefly in the products of concerns which were doing war work on engines.

Motor truck transportation is the subject of greatest moment in the

truck field, and manufacturers and users of trucks are looking for the solution of many of their perplexities to the highway transport conference which is to be held in connection with the motor truck show in Eighth Coast Artillery, January 3-10. John R. Eustis, who is in charge of the program for the conference, has selected subjects and speakers to cover every angle of the motor transportation idea.

Wide Range of Topics.

Subjects for discussion range from highway construction that permits a more economical operation of motor vehicles, especially those of the commercial type, to the farmer's motor haulage problem and motor truck equipment. Experts in the various branches of the subject, including representatives of the Federal, State, and municipal governments will read papers and enter into the discussions.

Sessions will begin at 2:15 and 8:15 daily and will continue for about an hour and a quarter—afternoon sessions have been planned especially for manufacturers, dealers, salesmen, service men and others engaged in the motor truck industry; and evening

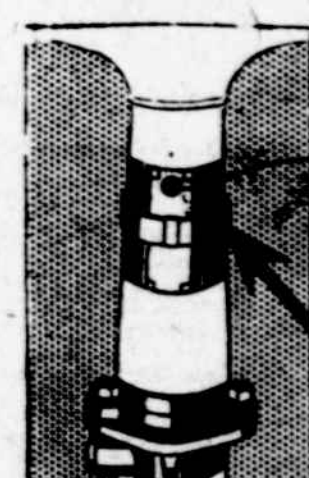
sessions for owners, operators, shoppers and the general public; but all are open and everyone is cordially invited.

Illustrations, both stereoscopic and motion pictures, will be used freely during the conference sessions. Motion picture shows will follow each meeting. For these movies a large number of films, dealing with motor transportation in all of its various phases, are being collected. Several are being secured from abroad. Dr. Francis Holley, director of the Bureau of Commercial Economics in Washington, is co-operating in collecting interesting films having to do with highway transportation by motor vehicles.

Conference sessions will be held in an auditorium on the main floor of the armory, where seating facilities for upward of 1,000 persons will be provided.

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